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5. Management:

- a. Slezak (fmu), one of the managers at the construction of the Orava Dam.

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- b. Engineer in charge of mechanizing the construction, Josef Jancek,

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- c. Chief of construction of the lower part of the dam, Eng. Vějl (fmu),

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Layout of construction (see attached sketch No. 1):

1. Dam, near the hamlet of Dedinky.
2. Probable extent of lake, when completely flooded.
3. Railroad line, new stretch on a raised embankment.
4. Tunnel, for taking water to the power station.
5. Auxiliary pumping station at about the middle of the tunnel.
6. Building containing turbines and dynamos.
7. Switching station.
8. Small auxiliary dam, through which water drains off into Dobsina brook.
9. Channel to drain water from the small dam into the brook.

Description of construction (see sketch No. 2):

1. Part of construction not yet completed, where the dam has to be sunk into the bank. So far it has only been dug out, and concreting of the bottom has begun.
2. Portion of dam already completed with concrete blocks rising to the full height of the dam.
3. Block concreted to only half the height of the dam.
4. Building site where foundations are now being prepared for concreting. The whole dam (Nos. 1-4) is about 120 m. long. At the base, it is 10 m. wide, and at the top about 4 m. The height will be about 15 m., and it is to extend about 2 m. above the surface.
5. Old railroad line, which will be flooded when the construction is completed.
6. New railroad line, now under construction. The new section will be about three kilometers long. The upper surface of the new railroad embankment will have space for a double track. It is about five to six meters above the level of the old one.
7. Special embankment for the new railroad line, made of crushed rock, to enable water from the reservoir to seep through. This water will form another small lake on the southwest side of the dam. The whole embankment is about 300 m. long. The water is to seep through about 150 m. Prof. Jalovec, of the Prague Technical Building College, an expert on geological mechanics, was in charge of the construction of this filtering embankment.
8. Boundary of the artificial lake.

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- 8a. Limit which the water has already reached. The remainder of the water is partly let out through the dam construction sites and partly pumped up by the turbines.
9. Pumping station and arrangements for shutting off the flow into the canal. This is a ferro-concrete construction 10 x 5 m. and 7 m. high, and is the main pumping station which supplies water to the canal leading to the power station. The apparatus is probably of Czech origin.
- 9a. Canal, really a tunnel through which water is brought from the lake at the dam to the power station, about four kilometers away (surface distance), diameter about 220 cm. It is not known of what material the walls are made. About half the tunnel runs horizontally, the next part is slightly inclined and the last part drops considerably, so as to speed up the flow of water. The gradients are not known.
10. Power station with two  turbines. Number of dynamos not known. Building is concrete, 40 x 20 m., 10 m. high.
11. Switching station. A concrete building, 30 x 20 m., 10 m. high. On the south side of the building is a space with pylons.
12. Embankment for holding water after it leaves the turbine. About 80 m. long, the base 10 m. wide, and the top 5 m. Height about 15 m.
13. Small lake formed by the dam, about 200 m. long and 150 m. wide.
14. Canal from the lake to Dobsina brook.
15. New road still under construction, on hilly ground. The old road is to be flooded.
16. Railroad bridge over the new road. Iron, about 14 m. long, on concrete bases on the sides of the road.

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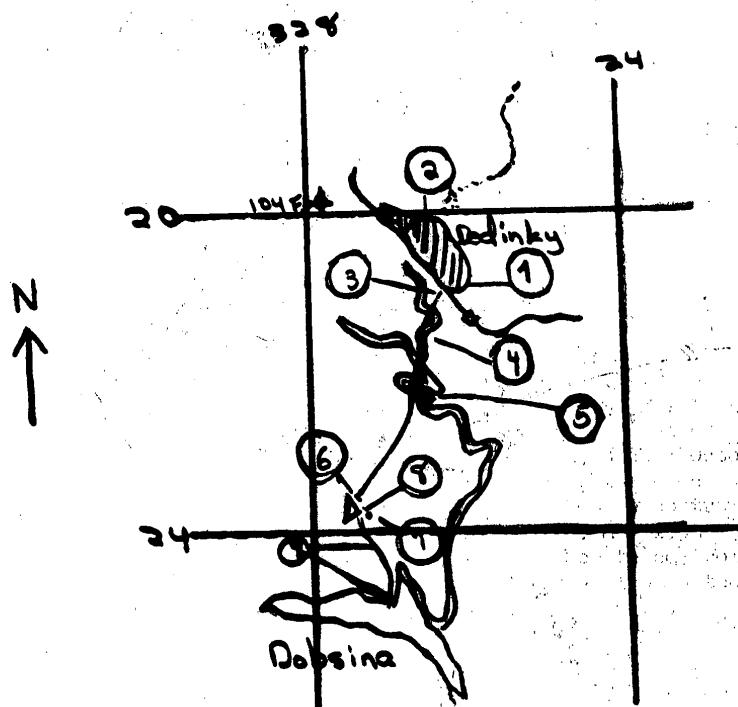
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Sketch No. 1

Dam and Power Station near Dobsina

Scale 1:75,000



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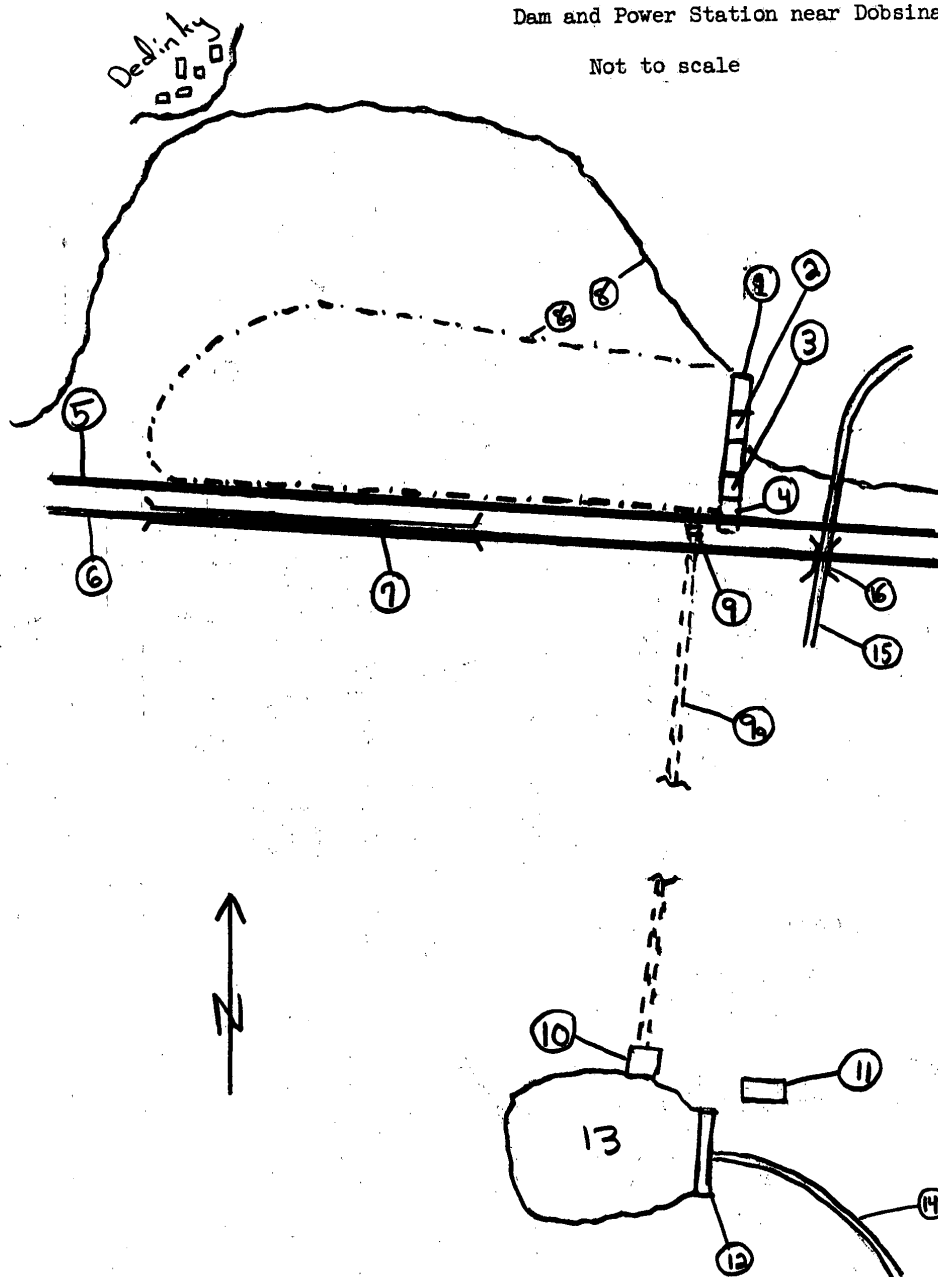
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Sketch No. 2

Dam and Power Station near Dobsina

Not to scale



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